Air Resources Board
Stationary Source Division
Workshop Summary

Workshop: Public Consultation Meeting on Compliance Flexibility in Gasoline
Regulations

Date: May 19, 1998

Location: 2020 L

Purpose: Consider changes to Predictive Models and other compliance elements of the
CaRFG regulations

Attendees: <u>Refiners</u>

Mobil Oil, ARCO, Exxon, Chevron, Equilon (Shell, Texaco), Tosco, Kern Oil,
WSPA, Amerada-Hess

<u>Automakers</u>

GM, Ford

<u>Ethanol Industry</u>

Parallel Products, Science Applications, Inc., TSS Consultants

<u>Other</u>

Sierra Research, A Second Opinion, Daedalus, Unocal

Key Points: WSPA agreed that the problems in revamping the exhaust regression models are
too severe to resolve for a hearing in August. The exception is an adjustment to
the response of emissions from LEVs to sulfur in gasoline, which the staff will
pursue for August. The distinction in the sulfur slope between LEVs and the
"Tech 4" vehicles is well known and can be modeled.

The staff presented the results of work to date to determine why adding
new data to the regression model dataset changes the "Tech 4" model so
strongly. No reason has been demonstrated so far.

SAI, for the Renewable Fuels Council, presented the results of regression
modeling of the Tech 4 database blocked according to vehicles with HC
emissions exceeding, vs. less than, .37 g/mi. Using the block as a dummy
variable greatly improved the slopes of HC versus RVP and versus oxygen,
compared to the "new" model produced by the staff. There was question
about whether or not this statistical outcome indicates an actual strong
interaction between the vehicle emission level (within a "tech class") and

the emission slopes.

The staff presented a near-final outline of evaporative models for inclusion in the Predictive Models.

The staff presented near-final statistics on the relative reactivities of exhaust and evaporative emissions. These statistics will be used to discount the predictions for evaporative emissions before they are combined within the Predictive Models with exhaust emissions. More work will be done on the reactivity of running-loss emissions, for which current results may be low.

The staff will enlist mathematicians from industry to help iron-out residual issues of technical detail and to produce a spreadsheet with a complete revised Predictive Model.

OLA staff handed out draft regulatory language for "tightening up" provisions to thwart illegal blending under the cap limits.